

SEPTEMBER 2017

The National *Falcon* News

THE MONTHLY MAGAZINE OF
THE FALCON CLUB OF AMERICA



1963 Falcon Futura Convertible
Tom Kinder
Springfield, Missouri

ON THE COVER

Tom Kinder's 1963 Futura Convertible

Tom Kinder (FCA #14079) of Springfield, Missouri joined the Falcon Club of America around 2011 when he purchased a 1965 Ford Falcon. While he admits to having a lot of fun with that car, he wanted to a convertible. He sold the 1965 Falcon and purchased a 1963 Futura convertible and he absolutely loves this car. The previous owner had replaced the in-line six cylinder with a V8 302 Mustang engine, so it has quite a bit of pep.

He says, "The best part of owning my Falcon is cruising with my girlfriend and our French Bulldog 'Tank.' We get lots of smiles wherever we travel. He enjoys riding in it so much, that I've named the car 'The Tank Mobile' and put custom plates on the car." In this issue you will find the story of the unique sign in the photo as well as a history lesson of iconic Route 66. Tom and Tank's story begins on page 12.

CALENDAR OF EVENTS

SEPTEMBER 8-9

MID AMERICA CHAPTER REGIONAL OVERLAND PARK, KANSAS

Hosted by Mid America Chapter.
Use form in this issue to register.

SEPTEMBER 29-30

TENNESSEE VALLEY REGIONAL/ALL FORD SHOW SEVIERVILLE, TENNESSEE

Hosted by Tennessee Valley Chapter.
Use form in this issue to register.

JUNE 1-2, 2018

OHIO VALLEY REGIONAL DAYTON, OHIO

Hosted by Ohio Valley Chapter.
Check ovcfca.com for information and updates.

Please send your FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

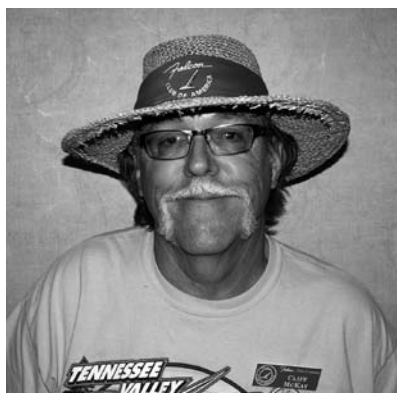
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password **imFCAiwi!** to access
technical articles.**

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

Recently you re-elected me as your President for a sixth year and Jim Guthrie as our new Vice President. Congratulations and welcome aboard Jim! I want to thank our club membership for supporting us and the other current FCA elected officers. The leadership team and I hope to have your continued support as we individually perform our roles and serve the FCA in attaining our club's important future goals.

Please join me in congratulating our new FCA Board member Cris Bowes from our Northeast Chapter. She, along with her husband Rick, were a key part of the team that organized the recent National in Rhode Island. Also I would like to express our thanks and congratulations to Jim Guthrie for his two years on the FCA Board of Directors and for a job well-done. We are very fortunate to have him return to us now as our FCA Vice President.

I firmly believe in *Falcons, Friends, Family and Fun!* I believe in taking kids to car shows. If you run across a young person with a Falcon, help them with their Falcon whenever and however possible. It will be in your chapter's and club's best interest. Whether we simply share our knowledge, give them assistance on projects, or even a good deal on parts... it all works toward getting and keeping them involved with these wonderful Falcons we love so much.

Our Internet team has again improved our website, enhanced our Facebook web page, and continues to try and attract new interest and new members as well through social media. They have

"I firmly believe in Falcons, Friends, Family and Fun! I believe in taking kids to car shows. If you run across a young person with a Falcon, help them with their Falcon whenever and however possible."

made the FCA website even easier to use—to join or to simply renew one's current membership. We welcome your suggestions as we continually try to improve your experience with the FCA website and Facebook page. Don't forget you can now register online for the 2018 National and you can also pay for it online if so desired.

Whenever FCA Nationals and Regionals are held, our public image is traditionally enhanced as well as our club's reputation. This year's California turnout of Falcons was of exceptional quality. Furthermore, at the banquet, the percentage of new members and first National attendees was quite impressive, too.

Our 2018 FCA National event is set for the Wichita, Kansas area. Registration forms are currently available. Early hotel reservations are highly recommended at the Marriott Hotel. Plans are still being finalized for activities and more information will be passed on as soon as available. I expect to see another great turnout for this National as we saw in Sacramento. Maybe a multi-directional Falcon Migration is in order to reach Wichita from all points of the compass. Maybe the *Must-Sees on Route 66* on page 15 will help you plan some of your route.

I trust that all our members will continue to support their local chapters who are working hard hosting regionals in September and October. Fall regionals have always been my personal favorite and I plan to attend several in the coming months. I hope to see you all out there enjoying those Falcons!

—Cliff McKay (FCA #7987)
Peck, Kansas

Get Your Kicks *on*



By Janet Wilkerson
History of Route 66, with captioned photos from
Chris Sword and Robin Hughey, as they journeyed to the 2017 FCA Nationals
in Sacramento in Roy Sword's 1963 Falcon convertible.
Additional photos from Karen Poole.

As I arrived in Sacramento for the 2017 Nationals, I had an overwhelming sense of nostalgia. I kept remembering two trips to the Sacramento area I had made in the late 1960s to visit my brother who was stationed across town at Mather Air Force Base. Resided on the McClellan Air base for the National again brought back other memories of that trip.

I traveled there with my parents and sister—much of the trip on old Route 66. Our 1967 Ford Galaxie lost its air conditioner, in of all places—the desert; that was not one of my fonder memories. My mom and dad were both school teachers who loved history, seeing the USA and learning about unique places. Everyone I mentioned above has gone on from this life and the trip brought me back to a time of laughter and family fun times—much like the times at a FCA National.

As I watched the progress via Facebook and Twitter of many coming to Nationals cross the US via Route 66, I became not only nostalgic but curious.

One story stood out to me. Chris Sword (FCA #1965) wasn't planning on driving to Sacramento this year. Robin Hughey said, "Let's get your dad's car to the show,.." and convinced him to drive along Route 66. They packed up, gassed up, and in two hours they hit the road. With no air conditioning, they set out on their own nostalgic trip. Thus, a story was born and I began my research on US Route 66.

If you're looking to take a less traveled road, Route 66 is probably not for you. This iconic highway, established in 1926, is easily one of the most famous roads in the United States. Even though it was replaced by the interstate highway system, tourists today can still get their own kicks by traveling along portions of the historic route that parallel the interstate.

The original route began in Chicago and ended in Los Angeles, and gave mid-westerners a chance to discover the west while food, entertainment, and rest could be found along the way. The route passed through eight states—Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona and ended in California.

Pop Culture

Many of you FCAers could probably sing "Get Your Kicks on Route 66" from memory. The landmark road about which it is written is just as familiar to many of you. The lyrics follow the path of Route 66 and encourage the listeners to make the trip.

An R&B standard, "Get Your Kicks on Route 66" was composed in 1946 by Bobby Troup and first recorded by Nat King Cole, as the King Cole Trio. Bing Crosby, with the Andrews Sisters also reached the Billboard charts with it. The song has been recorded by others including Perry Como, Chuck Berry, the Rolling Stones, Them, Dr. Feelgood, Asleep at the Wheel, Manhattan Transfer, Depeche Mode,

The Brian Setzer Orchestra, The Cramps and John Mayer. Little Willie Littlefield recorded a boogie-woogie version of the song in 1997.

Bob Troup wanted to try his hand as a Hollywood songwriter so he and his wife, Cynthia, packed up their 1941 Buick and headed west. On that cross-country drive from Pennsylvania to California, the song was born. His trip began on US 40 and continued along US 66 to the California coast. Troup initially considered writing a tune about US 40, but Cynthia suggested the title "Get Your Kicks on Route 66" and the rest is music history.

The lyrics read as a mini-travelogue about some major stops along the route, listing several towns through which Route 66 passes—St. Louis; Joplin, Missouri; Oklahoma City, Oklahoma; Amarillo, Texas; Gallup, New Mexico; Flagstaff, Arizona; Winona, Arizona; Kingman, Arizona; Barstow, California; and San Bernardino, California. Winona is the only

town out of sequence; it was a very small settlement east of Flagstaff and might have been forgotten if not for the lyric "Don't forget Winona" written to rhyme with "Flagstaff, Arizona." Many artists who have covered the tune over the years have changed the initial lyrics. But all wanted people to get their kicks on Route 66. Of the eight states through which the actual route passes, only Kansas locales are not

"Get Your Kicks on Route 66"

If you ever plan to motor west,
Travel my way, take the highway, that's the best.
Get your kicks on Route 66.

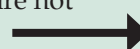
It winds from Chicago to L.A.
More than 2000 miles all the way,
Get your kicks on Route 66.

Now you go through Saint Louie,
And Joplin, Missouri,
And Oklahoma City looks mighty pretty, you'll see...
Amarillo... Gallup, New Mexico,
Flagstaff, Arizona,
Don't forget Winona,
Kingman, Barstow, San Bernadino.

Won't you get hip to this timely tip
When you make that California trip?
Get your kicks on Route 66.

Won't you get hip to this timely tip
When you make that California trip?
Get your kicks on Route 66...
Get your kicks on Route 66...

Song and lyrics by Bob Troup





Martin Milner and George Maharis starred in the TV show *Route 66*.



The movie "*Cars*" takes place in Radiator Springs, a forgotten town along Route 66.

Route 66

Continued from page 5

mentioned by the song. Chuck Berry famously mispronounces Barstow to rhyme with "cow" instead of correctly pronouncing it to rhyme with "go."

In addition to the hit song, in the 1960s a Route 66 television show starring Martin Milner and George Maharis debuted. Later actor Glenn Corbett joined the show. After discovering his late father has gone through most of the family fortune, main character Tod Stiles hits the highway in his Corvette in search of adventure. With friend Buz Murdock, a survivor of the New York streets, they work odd jobs as they encounter many colorful characters and find themselves in a variety of situations—some romantic, others dangerous. Later in the series, Linc Case, a Vietnam war hero trying to find himself takes over as Tod's travel companion.

In 2000, the idea for Pixar's animated movie *Cars* was born after John Lasseter took a cross-country road trip with his wife and five sons. After their vacation, he contacted Route 66 historian Michael Wallis. Wallis led eleven Pixar animators in rented white



A remnant of an original state right-of-way marker serves as a reminder of the early days of the road's construction in 1927.

Cadillacs on two different road trips across the route to research a film. In 2001, the movie's working title was actual "Route 66," but the title was changed to prevent people from thinking it was related to the '60s television show. Lasseter spoke about the inspiration for the film, saying, "I have always loved cars. In one vein, I have Disney blood, and in the other, there's motor oil. The notion of combining these two great passions in my life—cars and animation—was irresistible. We knew we wanted to do something with cars as characters. Around that same time, we watched a documentary called 'Divided Highways,' which dealt with the interstate highway and how it affected the small towns along the way. We were so moved by it and began thinking about what it must have been like in these small towns that got bypassed. That's when we started really researching Route 66, but we still hadn't quite figured out what the story for the film was going to be. I used to travel that highway with my family as a child when we visited our family in St. Louis."

The movie and its sequels have been popular—their merchandise breaking retail sales records. The movies have also popularized the route to a new generation. The movie, set in a popular stopover along old Route 66, highlights the plight of a town vanishing due to the interstate's construction.

Until the 1960s, Winslow was a thriving town in northern Arizona just off Route 66. Construction of the bypass around Winslow began soon after 1977. When I-40 bypassed the community many local businesses disappeared; tourism was among the hardest hit. Twenty years passed and Winslow was stuck in a commercial rut.

Winslow's Standin' on the Corner Park opened in 1999 commemorating the song "Take It Easy," written by Jackson Browne and Glenn Frey, and recorded by the Eagles. One verse says, "Well, I'm a standing on a corner in Winslow, Arizona and such a fine sight to see. It's a girl, my Lord, in a flatbed Ford slowin' down to take a look at me." The park contains a mural by John Pugh and a bronze statue of a life-sized man with a guitar from the Eagles song, standing on a corner with a guitar.

U.S. Highway System Beginnings

In 1857, Navy Lieutenant Edward Beale was ordered by the War Department to build a government-funded wagon road along the 35th Parallel. He blazed a path through the wilderness with a caravan of camels that would later become Route 66. Parts of the original Route 66, both paved and dirt back to 1913 can still be seen north of the Cajon Pass in Southern California.

Before numbered highways were adopted by states, private organizations named auto trails.

The would-be US 66 was three highways. The Lone Star Route passed through St. Louis on its way from Chicago to Cameron, Louisiana. US 66 would follow this, but take a shorter route through Bloomington rather than Peoria. US 66 used one of the main routes of the Ozark Trails system, which ended at the National Old Trails Road just south of Las Vegas, New Mexico. A shorter route again was taken following the Postal Highway between Oklahoma City and Amarillo. The transcontinental National Old Trails Road was picked up in New Mexican and became the final leg of the route to Los Angeles.

Route 66 was a highway created by the demands of a rapidly changing America. Contrasted with other highways of its day, Route 66 did not follow a traditionally linear course. Its diagonal course linked hundreds of predominantly rural communities, thus enabling farmers to transport grain and produce. The diagonal configuration of Route 66 was particularly significant to the trucking industry, which by 1930 had come to rival the railroad for American shipping. The route followed mostly flat prairie lands and enjoyed a more temperate climate than northern highways, which made it especially appealing to truckers. Route 66's early city alignments passed directly along downtown streets, which in later years made for intolerable traffic conditions. This eventually led to re-aligning the road to bypass the core of those cities.

Championed by Cyrus Avery, a successful real estate agent and oil man, US 66 was first signed into law in 1927, although it was not completely paved until 1938. Avery later wanted to establish a Highway 66 Association to promote the complete paving of the highway from end to end and to promote travel down the highway. In 1927, in Tulsa, the association was officially established with John T. Woodruff of



Springfield, Missouri as its president. In 1928, the group made its first attempt at publicity, promoting a footrace from Los Angeles to New York City.

HistoryBandits.com describes the race which many dubbed as the Bunion Derby. "The runners trekked across the swirling sands and scorching heat of the Mojave Desert, blinded by clouds of dust kicked up by passing cars and howling sandstorms. They kissed the sky over the Southern Rockies, gasping for air underneath the clouds. They fought off hypothermia amidst engulfing blizzards. By eastern New Mexico, already 103 men had dropped. They trudged through ankle-deep mud, churned from torrential downpours across vast endless vistas of the Texas Panhandle and the Great Plains. They endured the humiliation of feeling exploited for profit in Madison Square Garden. They survived deplorable quarters and meager-to-nonexistent meals. They staved off drunk drivers, gruesome injuries, monotonous boredom, and misleading hallucinations induced by mirages, lack of sleep and utter exhaustion. Upon the event's conclusion on May 26, 1928, only 55 managed to cross the finish line." The publicity worked as several dignitaries, including Will Rogers, greeted the runners at certain points on the route. The first prize was awarded to Andy Hartley Payne, a Cherokee runner from Oklahoma.



Route 66 was popular during the Dust Bowl as migrants fled west.



The Bunion Derby ambitiously took place over 84 days, with runners competing daily in 40-50 mile stages across America's Main Street.

Route 66 is also known as the Will Rogers Highway, the Main Street of America or as John Steinbeck popularized it, the "Mother Road." From Chicago to Santa Monica, the entire journey totaled 2,448 miles.

In the 1930s, US 66 served as a major path for those who were migrating westward during the days of the Dust Bowl. Beginning with World War I, American wheat harvests were plentiful. Farmers, powered by new gasoline tractors over-plowed and overgrazed the southern Plains. When drought hit and then the Great Depression, the wheat market collapsed. Once wheat dried up, which had replaced the prairie grass that anchored the topsoil, the land was defenseless against the Plains' devastating winds.



Route 66

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Dust pneumonia, the "brown plague," killed hundreds, but many chose to head west and settle in neighboring states, with some making their way all the way to California. Route 66 supported the economies of the communities through which it passed. With the growing traffic on the highway, the rise of mom-and-pop businesses, such as service stations, restaurants, and motor courts, all readily accessible to passing motorists was seen along the route. Business people along the route became prosperous and those same people would later fight to keep the highway



Chris and Robin stopped at The Big Texan Steak Ranch & Brewery in Texas, home of the 72 oz steak. With the top up, no air conditioning, and enduring the 95° temperature, it was the perfect place to cool down.



alive in the face of the growing threat of being bypassed by an Interstate Highway System.

Much of the early highway was gravel or graded dirt. Several places were dangerous along the route and more than one part of the highway was nicknamed "Bloody 66." Gradually work was done to remove dangerous curves.

The U.S. Highway 66 Association placed an ad in the July 16, 1932 issue of the *Saturday Evening Post*. The ad

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In Canyon, Texas Chris and Robin stopped by the Cadillac Ranch to leave their mark. "FCA #1" was added in honor of Chris' dad Roy Sword.

invited Americans to take US 66 to the 1932 Summer Olympics in Los Angeles. Many responded to that ad and the popularity of the route increased.

During World War II, more migration west occurred because of war-related industries in California. The heavy military traffic and equipment took its toll on the road's condition.



The restored Magnolia gasoline station museum is in Shamrock, Texas. This photo of Billy Pope's car was shot in 2017 but could easily have been a photo from the 1960s. Karen Poole photo.



The Chain of Rocks Bridge across the Mississippi River was built to carry the traffic of US 66 around the city of St. Louis. It is now only passable by bicycle and foot traffic. Carol M. Highsmith's America, Library of Congress, Prints and Photographs Division.



Chris and Robin were just a few days behind this group of FCA travelers who were seen "standing on the corner in Winslow, Arizona." Karen Poole photo.



Chris and Robin spent one night at the historic Blue Swallow Motel in Tucumcari, New Mexico, as did a few other FCA travelers. Karen Poole photo.



Looks like Chris and Robin picked up a young hitchhiker along the way. It sure looks a lot like Billy Pope's son in the back seat.

Route 66

Continued from page 9

US 66, already popular and fully paved, became one of the main routes and also served for moving military equipment. Fort Leonard Wood, Missouri was located near



The Military Vehicle Preservation Association has a convoy of military vehicles traversing Route 66 in September and October 2017. Photo: route66news.com.

the highway, which was locally upgraded quickly to a divided highway to help with military traffic. When Richard Feynman was working on the Manhattan Project at Los Alamos, he used to travel nearly 100 miles to visit his wife, who was dying of tuberculosis, in a sanatorium located on US 66 in Albuquerque.

One of the remnants of US 66 is the highway now known as Veterans Parkway, outside Normal, and Bloomington, Illinois. The curves were intended to handle traffic at speeds up to 100 miles per hour, as part of an effort to make Illinois 66 an Autobahn equivalent for military transport. President Eisenhower had been influenced by his experiences in 1919 as a young Army officer crossing the country in a truck convoy following the route of the Lincoln Highway. He had also gained an appreciation of the Autobahn network as a part of a national defense system and wanted to incorporate that concept into our own highway system.

According to route66news.com, The Military Vehicle Preservation Association is promoting a Route 66 convoy in September/October 2017 that will feature about 80 vintage military vehicles driving at maximum speed of 35 mph. (Editor note: I guess the Autobahn-like 100 mph goal was a bit optimistic.) The convoy will follow the 1926 path of the highway from Chicago to Santa Monica.

When the war ended in 1945 there was a renewed interest in travel. After years of depression and having no money, followed by the war years where folks had money but no supplies, everyone was ready to get into their cars and go. There was a major move west, with over three million people going to settle in California alone. Tourist courts, motels and restaurants sprang up to take care of a new influx of travelers.

In the 1950s, US 66 became the main highway for vacationers heading to Los Angeles. The road



Traversing the old Route 66. Photo credit national66.org

passed through the Painted Desert and near the Grand Canyon. Meteor Crater in Arizona was a popular stop. Tourism gave rise to a fast growing trade in all manner of roadside attractions, including teepee-shaped motels, frozen custard stands, Indian curio shops, and reptile farms. Meramec Caverns near St. Louis, began advertising on barns, billing itself as the "Jesse James hideout." The Big Texan advertised a free 72-ounce steak dinner to anyone who could consume the entire meal in one hour.

It also marked the birth of the fast-food industry—Red's Giant Hamburg in Springfield, Missouri, site of the first drive-through restaurant, and the first McDonald's in San Bernardino, California. *Read about Red and his restaurant on page 15.* "Changes like these to the landscape further cemented Route 66's reputation as a near-perfect microcosm of the culture of America, now linked by the automobile."

The beginning for US 66's decline came in 1956 with the signing of the Interstate Highway Act by President Dwight D. Eisenhower. As interstates were being constructed, sections of US 66 saw traffic diminish. US 66 signage was moved to the new freeways, and combined with signage restrictions in the 1965 Highway Beautification Act, many travelers could no longer easily find or reach the businesses that once thrived along the highway. US 66 was bypassed around several larger cities to help travelers avoid traffic congestion.

During its nearly 60-year existence, US 66 was under constant change. As highway engineering became more sophisticated, engineers constantly sought more direct routes between cities and towns. Increased traffic led to a number of major and minor realignments of US 66.



The unique bend in the Chain of Rocks Bridge is visible from this photo from the roadwanderer.net.

Notable Landmarks—Then and Now

The Chain of Rocks Bridge in St. Louis was one of the more interesting adventures on Route 66. It's hard to forget a 30-degree turn midway across this mile-long bridge above the mighty Mississippi.

The National Register of Historic Places lists many sights, including the art deco-styled U-Drop Inn in Shamrock, Texas, outside Amarillo. A restored Magnolia fuel station is also located in Shamrock. Don't miss the Rainbow Bridge in Riverton, Kansas or the Wagon Wheel Motel, Cafe and Gas Station in Cuba, Missouri.

The nation's longest drivable stretch of Route 66 cuts through Oklahoma, making its way past charming towns, roadside diners and quirky attractions. In Oklahoma several museums pay tribute to America's Main Street. These include the Oklahoma Route 66 Museum in Clinton, the National Transportation and Route 66 Museum in Elk City and the Route 66 Interpretive Center in Chandler. You'll also find the Vintage Iron Route 66 Museum that celebrates the history of the motorcycle and the exquisite Coleman Theatre filled with Vaudeville history.

A collection of some beautiful, unique, and quirky signs can be found along the highway. Art's Motel, the Grand Canyon Cafe, Sunset Tourist Court, The Blue Swallow, Jackrabbit Trading Post, Finn's Motel, Rest Haven Court, Munger Moss, Lewis Motel, and Barbara's Beer Garden are just a few that are memorable.

Whether it's an old gas station, a western trading post, a Native American site or archaeological dig, or a picturesque photo site, you too can "get your kicks on Route 66."

Route66university.com has fun photo gallery of some of the popular signs and stops. A list of "must-sees" can be found on page 14 so you can plan your own nostalgic ride on Route 66. Next year's National Meet is right in the middle of the country. Route 66 would be a great route for those coming from both sides of the country. You can let the golden age of the road speak to you through brightly colored neon signs, quaint motels, drive-in movie theaters and friendly small towns. It is certainly on my bucket list!

—Thanks to all who contributed to this article, especially Chris Sword, Robin Hughey and Karen Poole. Additional info was compiled from FCA and FFOG Facebook, wikipedia, route66news.com, tripadvisor.com, route66university.com and archives.gov.

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The Tank Mobile

Tom Kinder's 1963 Futura Convertible

Tom Kinder (FCA #14079) took these pictures of his 1963 Futura Convertible with his French Bulldog Tank at the Route 66 Historical Park in Springfield, Missouri—the birthplace of Route 66. The sign in the background says “Red’s Giant Hamburg.” Red Chaney, the owner supposedly ran out of room for the “er” at the end of “Hamburger,” thus leaving it as “Hamburg.” Red’s is recognized by many as the first drive-through restaurant in the United States. Although the restaurant and original sign are gone, the sign has been re-created as part of the Historical Park. The story of Red’s restaurant can be found on page 15.





"The best part of owning my Falcon is cruising with my girlfriend and our French Bulldog Tank. We get lots of smiles wherever we travel."



Red's—America's First Drive-Thru Restaurant

Red-haired Sheldon “Red” Chaney arrived in Springfield, Missouri after World War II with a bride and a new college business degree. He purchased a small gas station with several motor court cabins on the back of the property, then added a café in 1947. Tired of pumping gas and operating the motor court, the couple decided the café would be a better money-maker. They owned a small herd of beef cattle so it was logical they would sell hamburgers.

The business's name was supposed to be “Red's Giant Hamburger,” but when ordering the restaurant's T-shaped sign, Red mis-measured the area where it would be placed. Electric utility lines had been installed very low and the city refused to raise them. So, with his newly purchased sign too tall to fit in front of his place, he simply had the bottom of the metal sign cut off. He removed the “er” in the word hamburger and accidentally created the business legend of Red's Hamburgs.

The hamburgers were offered in a range of patty sizes—Sooper, Senior, Medium, and Junior—and were served with the choice of a bowl filled with brown beans, an order of shoestring french fries or a bag of chips. Red made his own root beer and kept it in a barrel. A soda pop dispenser had a magnet added to its side, as Red believed this would magically enhance the flavor of the drinks.

In 1955, Red placed a purple and white Buick sedan in front of the restaurant's entry. There was a hole in the car's roof where a long pipe had another bar welded perpendicular at the crest. At each end of the bar was about a two-foot-long wire with a suspended bleach bottle encased in a wad of tinfoil. Within the old car was a washing machine motor which, when activated, made the long pipe twist back and forth causing the shiny, foil balls to whip around like a Space Age-themed, homemade mobile. Red believed this odd creation caught the eyes of passersby and got them to stop and dine. It did, and they did stop.

After several years, Red Chaney decided travelers would enjoy the convenience of making purchases without leaving their vehicles. He cut out a small window on the west side of his building and the concept of drive-through restaurants was created. At times cars would get backed up, so he added a mike and speaker on a pole at the side driveway.

His interior decor ideas were all original. The walls were painted in what Red described as “picnic colors.” He used old-fashioned, red, push-button Coleman coolers on each table and added short legs to each water-filled container. Locally manufactured Lily cups were placed on each tabletop. The customers then had self-service cold water at each table as they awaited their order being taken and delivered. It was quite innovative and time efficient.

Dancing while taking the orders, Red Chaney would often Jitterbug with a pretty girl or do an entertaining one-man performance of the Twist. Laughter and fast-paced music were prominent, and alluring sounds echoed through the door. The Chaney's were successful, admired and beloved in the community.

When Mr and Mrs Chaney retired in 1984, customers stood for hours in a long line weaving down the old Route 66 roadway. The main building was bulldozed shortly before Chaney's own death on June 2, 1997. His widow and business partner, Julia Chaney, died on May 19, 2006.

In 2013, a fundraising campaign was established to recreate the Red's Giant Hamburg sign. It would become a focal point in a larger Springfield, Missouri project to establish a Route 66-themed roadside park. The “hamburg” sign seen on the cover and on page 13 is a re-creation of the original. Plans are in progress for a new relocated Red's in Springfield.

Check out YouTube's “The Morells—Reds” video shot in 1982 at Red's Giant Hamburg in Springfield to get a true feel for what the restaurant was really like.



A westward view from days past on St. Louis Street in Springfield, Missouri.

Red's in its heyday with cars lined up waiting for their hamburgers. Photo from route66news.com.



CHECK OUT THESE MUST-SEES ALONG ROUTE 66

According to cable TV's *Travel Channel* and travelchannel.com there are some must-sees for families, photographers, and nostalgia buffs along Route 66. Here are a few of those for your trip planning:

- ✓ Route 66's eastern end begins at Chicago's Millennium Park near the Field Museum and Shedd Aquarium. Get a family photo in front of Sue, the largest T rex skeleton in the world.

- ✓ Gemini Giant stands at the Launching Pad Drive-In in Wilmington, Illinois. The Giant is one of the "Muffler Men" made by International Fiberglass.

- ✓ In Braidwood, Illinois the Polka-Dot Drive-In displays statues of famous figures such as Elvis Presley, Marilyn Monroe, James Dean and Betty Boop..

- ✓ Check out Henry's Rabbit Ranch in Staunton, Illinois, featuring Route 66 memorabilia and VW Rabbits positioned artistically like the cars at the Cadillac Ranch.

- ✓ Shea's Gas Station Museum in Springfield, Illinois was a museum of gas station and automobile memorabilia. The owner, Bill Shea, spent his career in the gasoline business and managed the museum until his death in 2013. The museum is currently closed, but there are plans to reopen it as a working auto-repair business.

- ✓ Meramec Caverns, Missouri was advertised on old barn roofs and billboards for miles along Route 66. It is a five-mile-long cave system filled with history and fantastic features.

- ✓ The Wagon Wheel Motel in Cuba, Missouri, is on the National Register of Historic Places. Built in 1935, the cafe and cabins have a long history. The motel was recently renovated being careful to preserve its unique features.

- ✓ In Carthage, Missouri, you'll find the 66 Drive-In Theater where you can get two movies for the price of one. Fun concessions too.

- ✓ The arched Rainbow Curve Bridge extends across Brush Creek on Route 66 outside Baxter Springs, Kansas.

- ✓ Meet Pixar's *Cars*' Mater the Tow Truck's inspiration in Galena, Kansas.

- ✓ Myrtle, a Kachina doll stands outside the National Route 66 Museum in Elk City, Oklahoma.

- ✓ The Braum's Milk Bottle in Oklahoma City, is taller than the building on which it stands. It is on the National Register of Historic Places.

- ✓ The Blue Whale in Catoosa, Oklahoma is one of Route 66's most famous landmarks.

- ✓ Stop for pop in Arcadia, Oklahoma at Pops 66 Soda Ranch, known for a towering neon pop bottle sign and hundreds of soda bottles from around the world arranged by color.

- ✓ Don't miss the Cadillac Ranch near Amarillo, Texas, which was created in 1974 as an art project. Ten Cadillacs represent models from 1949 to 1963, and are buried at the same angle as the Great Pyramid of Giza. Visitors are even encouraged to spray paint selected cars.

- ✓ When driving in Groom, Texas, you'll find the "Leaning Water Tower of Britten."

- ✓ The recently restored Tower Station and U-Drop Inn were once a gas station and restaurant that served travelers in Shamrock, Texas.

- ✓ Bold twin arrows mark the exit for the Twin Arrows Trading Post gas station east of Flagstaff, Arizona. The 25-foot-tall arrows were restored in 2009 by a combined group of Hopi Indians and Route 66 enthusiasts.

- ✓ Albuquerque's Central Avenue is one of the best preserved stretches of Route 66 in the country. Its historic Old Town is a grassy plaza surrounded by local restaurants and memorabilia shops.

- ✓ In Tucumcari, New Mexico you will find several places to go. At

the Tee Pee Curios store, a concrete wigwam is fused onto a building where they sell souvenirs. Across the street is the Blue Swallow Motel, renovated with the goal of keeping historic aspects, such as the garages for cars. Kids might also enjoy the local museum that features bronze-castings of dinosaurs.

- ✓ Few scenes match the splendor of Utah's Monument Valley.

- ✓ Route 66 is the gateway to Grand Canyon National Park, an hour and a half from Flagstaff.

- ✓ The Petrified Forest National Park protects the colorful geology of the Painted Desert, Native American sites and one of the largest concentrations of petrified wood in the world. It was one of the first attractions along Route 66.

- ✓ In Holbrook, Arizona, the Wigwam Village Motel is one of the few such motels left.

- ✓ The Jack Rabbit Trading Post in Joseph City, Arizona, cannot be missed with its famous "Here It Is" sign. The trading post sells Route 66 souvenirs along with Indian arts and crafts.

- ✓ The Museum Club in Flagstaff, Arizona is a bar with karaoke nights and live music. Built by taxidermist Dean Eldredge in 1931, "the Zoo" was originally a museum for him to show off his collectibles.

- ✓ The historic El Rancho Motor Hotel in Barstow, California, is a major attraction for Route 66 tourists.

- ✓ A flat, sweeping stretch of old Route 66 is near Amboy, California where you'll find a photo opportunity with Route 66 painted on the highway.

- ✓ Grab a photo with an abandoned motel sign along the Mojave Desert highway in California.

- ✓ Pass through Mojave Trails National Monument, just north of Joshua Tree National Park.

- ✓ Near the western end of Route 66 is a neon sign marking the Santa Monica Pier in California.

What's Happening at YOUR Chapter Meetings?

METRO DETROIT

The Metro Detroit Falcon Chapter's cruise season was in full swing this summer. In May they traveled to Jerry's Pub on Wamplers Lake. There were cars from their club along with cars from Vintage Motors and the Thunderbird Club in attendance.

After dinner they cruised to Clinton for a ride on the Southern Michigan Railroad, a scenic tourist railroad running from Clinton to Tecumseh, Michigan on ex-New York Central rails.

Metro Chapter member David Lau is an engineer on the railroad and provided them with a nice relaxing ride.

—Alan Aniol (FCA # 7870)



YOUR
CHAPTER
HERE

KEYSTONE

Keystone Chapter members Dan and Rhonda Haines (FCA #747) Pat and Diane Varricchio (FCA #11958), Jim Larkin, Naomi Henderson (FCA #6892), Ken and Cheryl Holquist (FCA #13968), and Bruce and Pam Wolfe (FCA #949) made the trip May 12–13, 2017 to the 1st Virginia is for Falcon Lovers Regional in Midlothian, Virginia.

The weather may not have been the best, but the sky cleared up Saturday morning just in time for the main show and voting. The weather was great for their drive home on Sunday. One comment said about the initial regional endeavor of the Virginia Chapter, "What a great a job they did organizing the and what great food in the hospitality room!"

—Bruce Wolfe (FCA #949)



CAPITAL CITY

The Capital City Chapter's 2017 Valentine's party and meeting was held at the County Line BBQ in Austin, Texas. There were around 25 people there and all had a good time with their loved ones and their Falcon Family. The cook there had planned to make a drone video of their visit, but later called to say the video was corrupted and couldn't be saved. The club still plans to get a drone view of their Falcons sometime soon.

—Gary Brubaker (FCA #4099)



**Send us your newsletters, your photos, your stories
so YOUR Chapter can be highlighted in Chapter Chat!**

FALCONS FOR SALE



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, please look at my website, tweetrevenge.com. Many Falcon Club members may remember the car from the Nationals in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 170913

Two 1961 Econoline five window pickups; one runs and drives but has rust; other minimal rust but complete. Extra engines and three speed transmissions. Complete package, \$5,800 or offer. V.E. Clemmer, 931-557-5000 or veoclemmer@juno.com. TN. 170815



1962 Ranchero, Mustang II front end with rack and pinion steering and disc brakes. Rebuilt 302 V8 and professionally rebuilt C4 trans. Original body parts taken down to bare metal before pro applied clear coat paint job. New windshield, carpet, weatherstrip and much more. Polished grille and re-chromed bumpers. Looks and drives excellent. Too many projects, must go. \$12,650 OBO. Don Quaintance, 520-743-7250 or CDQ4795@comcast.net. Tucson, AZ. 170715



1962 Falcon, four door sedan, white, rebuilt six cylinder 170 CID, 101 hp, three-speed on the column, good condition, \$4,500. Sadly parting with my beloved Falcon after its many years as my daily driver around Portland. I've since moved out of the country, so it's time to let it go. My dad will be handling the sale: Greg Wilson, gkw@coho.net, 503-867-2596, Portland, OR. 170904



1962 Falcon Deluxe Wagon, 170 six with three speed on the tree. Original condition, runs and drives but needs restoration. Has rust in the floors; I have pans to go with it. No rust on the roof. Has deluxe trim and power rear window. Car is complete and everything works! Lots more pictures available, \$4500 OBO. Contact BJ Reese bernreese65@gmail.com or 916-919-7238. CA. 170824

1963 Falcon four door sedan, 70 ci, automatic transmission, Champagne color, good condition. Drive it home, \$4,800 OBO. Rick at 636-456-3824, Warrenton, MO 170904



1963 Falcon Futura convertible, \$750 or for parts. Car needs total restoration. It's a six cylinder automatic with bucket seats; when it was parked the top was working. Paul, 570-983-6199, jaker1_18436@yahoo.com. NE PA. 170803

Falcon fiberglass 1964-65 convertible pedal-car shell. Never used, \$300. You can pick it up at the upcoming Tennessee Regional. David Wagner, 423-243-3525 or 65Sprint@baldwinpines.com. TN. 170828



1964 two door Falcon wagon that needs to be finished. It has a new 302 and new interior and many new parts. I'd like to find a good home for this car. Contact me at hemi392jim@yahoo.com. 170916



1964 Falcon Futura hardtop, black with black bucket seat interior. 289 V8, C4 transmission, power steering, air conditioner, AM radio, aluminum radiator, rust free AZ car. Ready to show and go, \$17,900. Mike, 307-272-7144. UT. 170709



1965 Falcon Futura, 351 Windsor stroked to 418 cubic inches; Toploader four speed, Edelbrock heads, Edelbrock air gap intake, Edelbrock 750 carburetor, rack & pinion manual steering, adjustable coil over all four corners, Alston adjustable ladder bars, sub frame connectors, cable clutch linkage, nine inch Posi with 3.00 gears, \$28,000. For more information and additional pictures, call Ray at 815-968-8396. IL. 170810

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$1,500; 1964 Futura hardtop bare body in primer on rolling chassis including many interior and exterior parts, \$6,400. 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 Deluxe Station Wagon, \$1,500; 1960 two door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357; phone 636-228-4501 or email jlbranson@mail.win.org. MO 170820

1965 Mercury Caliente, real nice body, new floor pans, \$3,000 OBO. 1964 Mercury Comet four door station

wagon with 210 automatic nice body, needs floor pans, \$1,500. 1964 Mercury Comet, four door, nice body, 210 automatic, air conditioner 74,000 miles, still has 1974 license plate, \$1,500. Bob, 806-683-3550. TX. 170708



1965 Sprint, maroon exterior and black interior. Professionally restored, four-speed transmission, V8 engine. The car only has 3,000 miles on it and has never been in the rain. It has been stored in a climate-controlled garage. It is in great condition. Asking \$15,500. For more information please contact Michael at 401-573-1959, Michaela@airhartelectric.com. RI. 160709



1966 Ranchero, Viper Red with metallic Black Cherry trim. Original 289 and C4 transmission. Factory power steering and Vintage Air under dash A/C. Front disc brake conversion. Includes car cover and original front drums. Approx. 105,000 miles; approx. 20,000 miles since engine rebuild. Car has been driven on many cross country trips. Asking \$20,000. Call 816-880-4717 or email jlbmac357@gmail.com. MO. 170714



1966 Ranchero with rebuilt 289, auto, bucket seats, primer in spots, and an air conditioning unit which is not installed. Asking \$4,500. OBO. This car was originally from Arizona, and the floor pans have been replaced. E-mail rr4616blackoak@aol.com.

—Continued on page 20

Continued from page 19

FALCON WANTED

1965 Falcon Sprint hardtop, four speed manual. I'm after a excellent condition, rust free car. Please email me at grantstables@hotmail.com. 170907

PARTS FOR SALE

1962 Ford Falcon Holley 1909 NOS Carburetor, C2DZ-9510-A, new in original Autolite box. Tag #C2DE T, LIST 2346-2 - Ford Parts book says it fits the 1962 Ford Falcon 144 CID engine with a two speed Fordomatic transmission. Extremely rare find in NOS condition. Manufacture date of 10/67, mounting gasket included. Price \$285. Call or email Jon at 801-694-6356, falconregistry@gmail.com. UT. 170919

1962 Falcon Polarair Conditioning complete system, believed to be original. Call for photos. \$1,000. Roland McPhearson, Bedminster, NJ, 251-689-4207. 170917

Sprint Dash tachometer. An original Ford factory installed unit, \$175 Pictures available. Email jbrem40@aol.com. 435-986-0323. UT. 170909

1960-1970 FALCON

Contact us for your Falcon parts.
We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.

Obsolete Ford
PARTS COMPANY
"The Old Reliable"



311 EAST WASHINGTON AVE.
P.O. BOX 787
NASHVILLE, GEORGIA 31639 USA
Phone: 229-686-2470 Fax: 229-686-7125

1963-65 V8 air cleaner, \$60. 1963 V8 left exhaust manifold, C39431A, \$45. 1960-63 radio, plays good, \$50. 1974 351 W engine core apart, all standard, \$150. 1970s top loader Granada four speed with O.D., \$150. Roger Kosecki, 989-753-2686. MI. 170903

1960 NOS Falcon grille, \$199. 1963-65 NOS Falcon grilles and headlight assembly, \$1,499. 1962/1963 NOS Falcon Cowl Top, \$275. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$459. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$459. 1965 NOS Falcon back-up lamp kit, part #C5-DZ-15449-B, Wagon/Ranchero, \$499. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$250. 1964 NOS Falcon lens, no-back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. 1963-65 Falcon/Comet, 14" four lug, chrome slotted wheels, with B.F. Goodrich tires, \$950. 1963-65 Falcon bucket seats, black, useable or recover, \$950. 1963-65 Falcon/Comet four speed shifter with knob, \$199. 1963-65 Falcon/Comet, Toploader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon, gas cap, \$229. 1963-65 Falcon/Comet six cylinder valve cover, black powder coated, \$155. 1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vffalcon64@aol.com. NY. 170806

1963 Falcon spears, \$100 OBO. 1963 chrome original Sprint valve covers with pollution control assembly, \$75. 1963 hood scoop, needs re-chroming, \$25. 1963 Falcon chrome door trim, \$45. Many more Falcon parts for sale. All prices are plus shipping. Ron Pagano, 352-513-3771. FL. 170813

1963 Ranchero body parts: doors, fenders, hood, tailgate, rear window, hinges, hubcaps, radiator. Nice front bumper, plus more. Call Sam for prices, will ship, 406-438-1439. MT. 170814

Edelbrock Performer 351 W used intake, very good condition, \$175. Various years' cast iron 289/302 4-V intakes, \$200-\$250. Factory 351 Windsor cast iron 4-V intake, \$250. 1973-79 Ford factory NOS F150-350 front fender inner panels. D9TZ-16054-A r.h., D9TZ-16955-A l.h., \$650. All prices plus shipping. John Simone, 413-527-8502, MA. 170905

NOS parts: C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C park lamp lens, \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assy, \$75. C0DF-11654-C headlamp switch, \$90. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A and B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$50. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal

plate, \$30. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DZ-4211-C, differential pinion shaft, \$25. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 170914

1964 Falcon Sprint 260 V8 135-140 compression on all cylinder, two barrel carburetor, runs well, no starter or generator, \$250. 1964 Sprint three speed transmission with bellhousing, needs third gear synchronizer, \$150. Elmo Lewis Jr., 240-457-0334, elewis2755@gmail.com. MD. 170807

1961 two door sedan parts: Rust free doors, hood with some surface rust, fenders, front pan, and trunk lid, \$500. Bumpers, \$75 each. Window felt kit, \$60. Headliner, \$75. Windshield rubber and back window rubber, \$125. Black carpet, \$95. Restored jack and components, \$75. Grille and components, \$100. Tail lights, \$50. New trunk emblem, \$75. Nice AM radio, \$200. Much more. Jim Browning, jimsc Classics@yahoo.com, 713 306 2843. TX. 170812

1964-65 trunk locks with key(s), driver chrome, \$75-125 each, ready to install. Good used door locks with new keys 1960-63 sedans/Ranchero/wagons; \$55 a pair, \$70 with ignition tumbler; three locks, \$90 with glove box lock + bezel, four lock set; 1963 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four; five bolt 13" wheels, \$50 each, set of five for \$200; 13" four lug wheels, \$25 each or \$100 for a set of five. 13" wire spinner hubcaps #1-4 condition, \$110-\$550 per set. Six cylinder dipsticks, \$20 each. 1964-65 Ranchero single side trim set minus the gas cap trim, \$595; 1966 Ranchero parts, three sets of doors, '66 Ranchero ONLY, \$150-400 each; '66 fenders and tailgates, \$100-400 each, bed trim with snaps and without, \$395-495 per set complete; '66 Ranchero front/rear bumper cores, \$150 each, also front/rear bumper brackets, \$100 per set. 1966 Ranchero four speed floor hump, \$150; 1966 Ranchero four speed steering column, \$150. 1966-70 clutch/brake pedal sets, complete, \$200. 1966 Ranchero miscellaneous interior trim and badges, \$5 to \$50. Old Fashioned Horsepower: one pair 302 V8 C8OE heads, \$200; one pair 351 C9OE V8 heads, \$350; six cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$95 each. 1961 grilles, driver quality to NOS, \$15-\$400. Remanufactured generators for 260 V8, still in boxes, \$195 each. Good used six cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960-61 144/170 sixes; clean cores for rebuild, \$95 each. 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, rebuildable, \$95 each; heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested. Blank shift collars to covert a stick shift to floor shift, \$80 each. Good used 2.77 three speed transmission, \$200; All prices are plus shipping; 30+ year collection of Falcon and Comet parts, please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO or visit us at kelloggsgarage.com. CO. 170910

1963 Falcon Futura convertible parts: wheel covers, door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 170926

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75; doors, \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or email jlwbranson@mail.win.org. MO. 160901

PARTS WANTED

Wanted: stainless mouldings for rear of vinyl top that run on the top of the quarter and below rear window for 1963-64-65 two door hardtop; will pay postage. Please email me at lukecassar@bigpond.com.au. 170818

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all; partial sets, individual pieces OK. Call or email lenkellogg@lpbroadband.net or 970-593-1964. CO. 170910

Rear trim trunk panel moulding needed for 1964 Ford Falcon Sprint. Looking for a straight piece with no dents or rust. Call Clayton, 602 290 3509 or email healey58302@yahoo.com. 170908

NOS Seat Covers for a 1963 Sprint hardtop. I'm looking for a set in black and need both the four front pieces and two rear pieces. Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jliessandro@msn.com. CA. 170813

Window seals for the stationary rear windows in the rear doors of a 1965 Falcon station wagon. Please call Glenn Hoff at 215-721-2762 or email hoff.sandy@yahoo.com. PA. 160822

Looking for one 13 inch four lug Ford rim to be used as spare tire at a reasonable price. Please call or text John Hagler, 512-468-9682. 160802

1964 C4 five bolt 289 block, standard bore with .003 taper, magnafluxed and baked, \$400. 1965 289 ready to run .040 over, flat-top pistons, parallel decked .012 deck height Erson 351 cam, GT40 heads Scorpion roller rockers with front cover, pan, oil pump, dampner, \$2,500. Email msgarrett35@Reagan.com or call 301-803-0433. MD. 170803

CHAPTERS BY REGION

Pacific Region

Regional Director **Monte Brachmann**
923 SE 73rd Ave., Vancouver, WA 98664
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER
BAKERSFIELD, CALIFORNIA
Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER
Allen Shade
157 Aiki Road, Woodland, WA 98674
360-225-7403
Meet first Thursday monthly, 7:30 PM, Mar–Nov,
Benny's Rod & Custom Pizza Café,
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER
BAY AREA, CALIFORNIA
John Lissandrello
18429 Ruby Lane, Morgan Hill, CA 95037
408-628-7397
sectreas@goldengatefalcons.com
Meet second Saturday odd months

MONTEREY BAY CHAPTER
MONTEREY BAY, CALIFORNIA
Taj Dufour
120 Via Vinca, Santa Cruz, CA 98060
831-438-8268
See montereybayfalconclub.com for
meeting info.

RAINIER FALCONS CHAPTER
SEATTLE, WASHINGTON
Roger Moore
126 143rd St. SE, Lynnwood, WA 98087
206-290-3093
luva65falconwagon@frontier.com
Meetings third Wednesday, bimonthly Jan–Nov.
See rainierfalcons.com for more info.

RIVER CITY FALCONS CHAPTER
SACRAMENTO, CALIFORNIA
Steve Hobart
9845 Sleepy Hollow Court
Stockton, CA 95209
209-957-0974
Meet second Saturday monthly, 12:00 PM
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS
FOR FUN CHAPTER
SANTA ROSA, CALIFORNIA
Al Aiello
5915 Chandler Ct.
Santa Rosa, CA 95409
707-539-2860
Meet first Thursday monthly

SOUTHERN CALIFORNIA CHAPTER
Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
Meet second Sunday of even numbered months
Gather at 9:45, meet at 10:00 a.m. at Hill Street
Cafe, 3301 N. Glenoaks Blvd., Burbank, CA 91504

North Central Region

Regional Director **Jack Ellis**
17860 168th St., Basehor, KS 66007
816-806-1806

GATEWAY CHAPTER
ST. LOUIS, MISSOURI
Rich Albert
1805 Main Drive, High Ridge, MO 63049
636-677-4670
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER
Tom Washburn
16675 Orchard Valley Dr.
Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY
Jim Boyer
jlbmac357@gmail.com
816-806-5102
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS
Christopher Slifko
15123 E. 60th, Derby, KS 67037
316-640-0495
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER
Gordon Leslie
12300 Churchill Ave., Southgate, MI 49195
734-225-1067
Meet first Sunday bi-monthly, Southgate Holiday
Inn, 17201 Northline Road, Southgate, MI 48195

GREATER OZARKS CHAPTER
SPRINGFIELD, MISSOURI
Jerry Kendall
953 Burk Road, Highlands, MO 65669
417-761-2677
Meet second Sunday even months, 2 PM, Panera
Bread, N. Kansas Expressway, Springfield, MO

South Western Region

Regional Director **Frank Bell**
720 San Antonio Tr., Mansfield, TX
817-480-2365

ALAMO CHAPTER, SAN ANTONIO, TEXAS
Samuel Dickinson
4005 Nockenut Road, Seguin TX 78155
210-626-2050
Meet second Sunday monthly
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS
Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
vary. Contact garybrubaker@hotmail.com or
call for details.

HEART OF TEXAS CHAPTER
DALLAS/FORT WORTH
Wally Tirado
7801 Alma Dr., Ste. 105-104
Plano, TX 75025
Meet third Saturday. Time and place set at
previous meeting.

LONESTAR CHAPTER, TEXAS
Mickey Rosewell
112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

SOONER STATE CHAPTER
OKLAHOMA CITY, OK
Jordan Mixon
jordanmixon@hotmail.com
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS
Danny Naramore
247 Blackwater Lane, Houston, TX 77015
713-703-5110
Meet second Saturday monthly. Prince's Drive=in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER
HOUSTON, TEXAS
Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
Meet third Saturday of even months; Valley Ranch
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.
Check website or call to verify.

Mountain Region

Regional Director Ron Brown
4147 SCR 31, Ft. Lupton, CO
303-857-9360

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Meeting info posted on Facebook page.

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Launching The Red Rocket

Heater Box Reseal

While certainly possible to replace the carpet in a Falcon without removing the heater box, I prefer to remove the heater when installing new carpet. Removing the heater box aids in carpet installation and also provides a golden opportunity to reseal the box. Resealing the box not only increases the output of the heater, but also reduces the drafts from outside, especially important if you have air conditioning.

After removing the heater box from the car, I first removed the defroster plenum.



The next step was to remove the clamps holding the two halves of the heater box together.



The technique I used was to insert a screwdriver into the clamps and pry the clamps off.



After removing all of the clamps, I separated the two halves of the heater box.



My next step was to remove the four nuts holding the motor and fan to the housing and remove the motor / fan assembly.



A Series by Jeff Schira

Next, I removed the two small screws holding the diffuser within the rear half of the heater box housing and removed the diffuser.



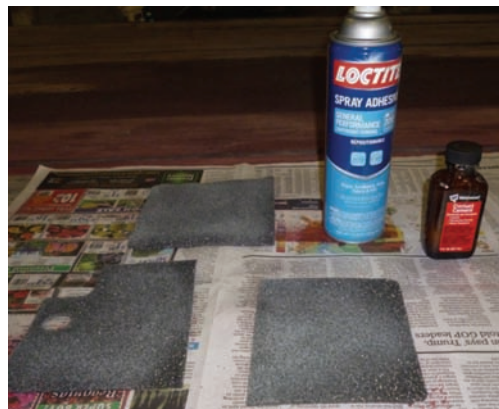
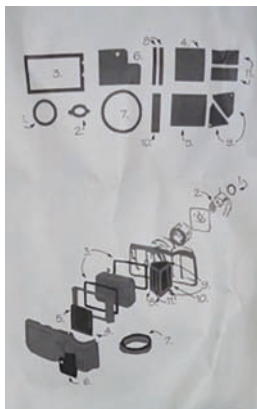
After cleaning and removing the remnants of the old seals from both inside and outside of both halves of the heater box and the diffuser, it was time to install the new seals. The seals kits for Falcon heater boxes are widely available.



Although this kit is specifically marked as fitting 1964–65 Falcons, the kits are more generic and include seals that are not needed nor used. For example, my kit included a foam rubber ring for sealing the gap between the heater box and the inside of the cowl.

This foam ring was never used on 1960–65 Falcons, but was used on 1965–66 Mustangs. 1960–65 Falcons used a flexible rubber bellows that is widely available, but not included in the seal kits.

If you receive one of the foam rubber rings in your seal kit, you will not need it for your Falcon, but you can use it to make a child's toy or a funny hat for yourself.



The new seals contained in the seal kit must be glued in place. I used contact adhesive. As the seals are light, a thin layer of glue is all that is really needed. The location of the different seals can be determined using the diagram included in the seal kit.



—Continued on page 28

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Launching The Red Rocket

Continued from page 25

After gluing all the new seals in place, the diffuser and the motor / fan were bolted back onto the rear heater box housing. The seal kit includes a new motor to housing seal, but installation of the seal requires removing the fan from the motor shaft. Instead, I chose to apply some silicone adhesive between the motor and the housing.



When I received The Red Rocket from Billy Pope, the engine was out and the heater hoses had been disconnected already. I did not know if the old heater core leaked, but it certainly had suffered some punishment from an over-eager heater hose clamp installer. A new heater core was needed.



Two types of heater cores are available, copper and aluminum. The aluminum cores are about one half the price of the copper cores. I have been told that aluminum is more efficient at transferring heat than copper, so cores made from aluminum do not need to be as thick.

The problem with the thinner aluminum is that they may not fill up the heater box, and can move around within the heater box until the heater hoses are connected. In my case, the copper heater core was actually too thick, and would not let the two halves of the heater box mate back together. I decided to use the aluminum heater core. The aluminum core was a loose fit within the heater box, but did not move around.



The final step in the reseal process was to reconnect the defroster plenum. As is usually the case, the original paperboard plenum in The Red Rocket was not in good shape. I replaced it with a reproduction plastic plenum.



Prior to mounting the heater box assembly into the car, the inner cowl to heater box seal must be replaced. As discussed above, the factory used a flexible rubber bellows that attaches to the inner cowl with clips and to the heater box with a clamp.

I have seen cut up bleach bottles, coffee cans and rolls of duct tape used to seal the gap between the inner cowl and the heater box, with varying success. The bellows is reproduced and not terribly expensive, so my preference is to use a factory style seal. One change that I made was to not use the factory clips. The reproduction seals are not made exactly like the factory original seals, so attaching the seal with the

clips can be difficult. Instead, I attached the seal to the inner cowl using weatherstrip adhesive. Weatherstrip adhesive works first time, every time.

The heater box was now ready to be installed back in the car.

After installing the heater box, the passenger side kick panel was installed. All that is left to do is reconnect the heater hoses and put in a new glove box liner.

After installing the heater box, the passenger side kick panel was installed. All that is left to do is reconnect the heater hoses and put in a new glove box liner.

—Jeff Schira (FCA #6235)
Arlington, Texas



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Letters to the Editor

Your comments and thoughts on articles, questions to other readers, and general Falcon information are welcomed. Send those to fca.editor@yahoo.com.

Have you ever considered a "Letters to the Editor" section like so many other automotive magazines contain? Sometimes these complaints and/or comments are educational and occasionally downright funny.

P.S. My favorite issue of the magazine was the May 2016 issue!

—John Bremseth (FCA #15101)

Hi my name is John Hahn and I am restoring a 1965 Ford Ranchero that belonged to my father. I was looking into the Craftec hard bed cover and noticed the Ranchero in the add has a roll pan back bumper. I emailed Craftec to find out more and they suggested I contact your club to see if you know where I could find a kit to do a roll pan. Any ideas for how I could get this setup? I have looked all over the Internet and can't find anything. Thank you for your help.

—hahnster1@yahoo.com

What a great time my buddy Denny and I had at the Nats this year—my first ever. I was especially impressed by the various organizers I spoke with, and how well the show was run. And to see that many Falcons assembled in one area was amazing, like landing on "Planet Falcon."

—Jay Cole (FCA #15931)

FOR A LITTLE HUMOR, THIS WAS WRITTEN BY A FARMER IN OHIO TO BRUCE WOLFE.

Dear Bruce,

If any of your members in the Cleveland, Ohio area would like practice with rabbits for their falcons, I am offering my farm in the Cleveland Agricultural Zone. There are so many rabbits and it is a nice big open area. There is not too much traffic. The only drawbacks are power lines and occasional stray dogs. Rabbits are eating my seedlings and I'd sure like to see fewer of them. Unfortunately I am not able to pay but just wanted to let you know of this untapped resource. I was thinking today of how to get rid of some of the rabbits so decided to contact you. If anybody is interested, I'd be happy to talk further.

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Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

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Contact information: Your name, email address and/or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

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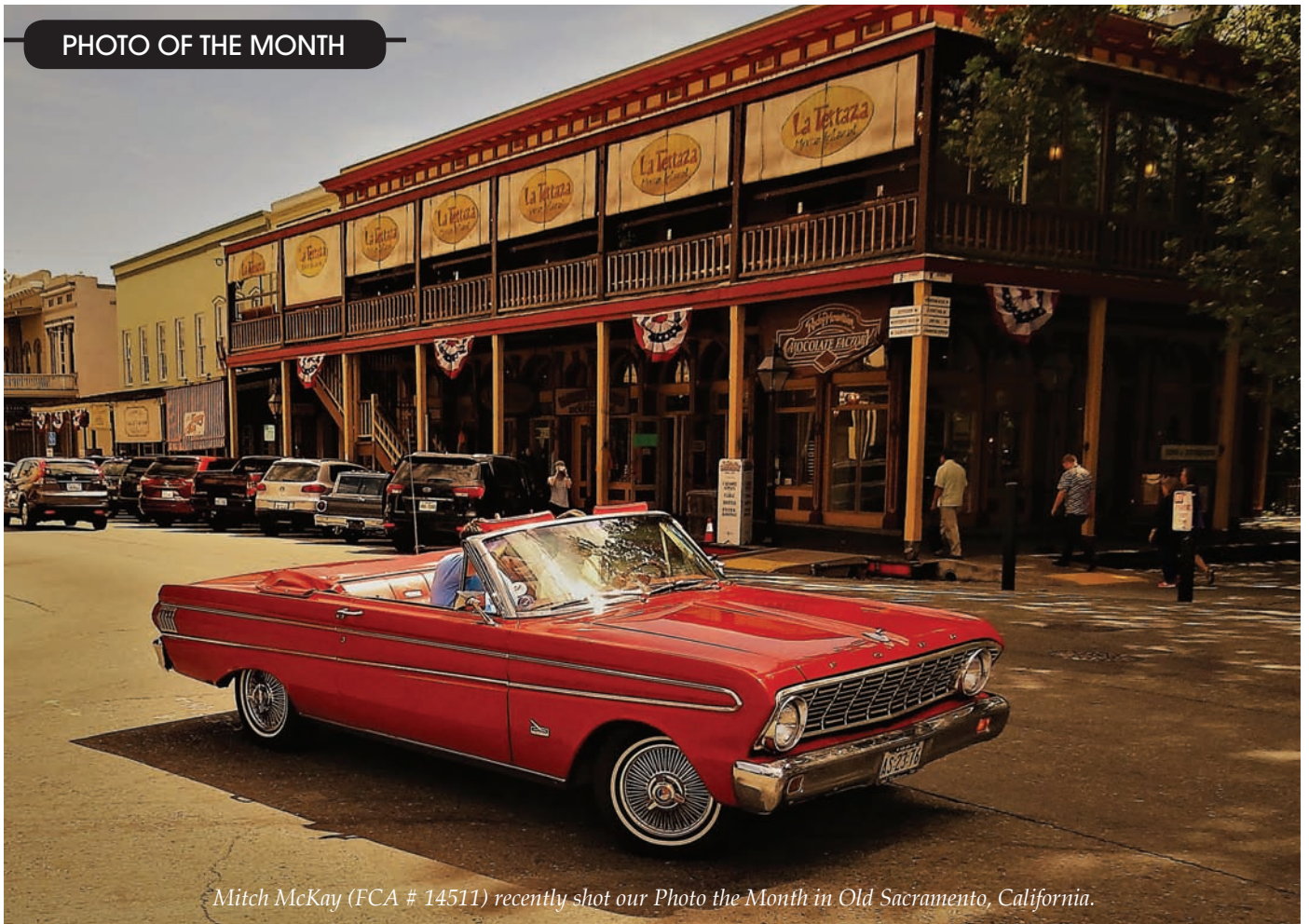
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